NextGen Performance Snapshots Reference Guide

The Performance Snapshots Reference Guide provides information about the following:

Access: Key Performance Indicators (KPI)

As described by ICAO: *A global Air Traffic Management (ATM) system should provide an operating environment that ensures all airspace users have right of access to the ATM resources needed to meet their specific operational requirements and that the shared use of airspace by different users*

can be achieved safely.

LPV & LP Access at GA Airports without ILS

Reported as Count of Airports for NAS

Desired Trend: Increase

Source: FAA Office of Airport Planning and Programming.

Localizer Performance with Vertical guidance (LPV) & Localizer Performance (LP) data gathered from the FAA Global Navigation Satellite Systems Group.

Airport information gathered from the 2015-2019 National Plan of Integrated Airport Systems (NPIAS) Report and Airport Master Record Form 5010 data.

The count of national, regional, local and basic GA airports (as defined in the 2015-2019 National Plan of Integrated Airport Systems Report) without an Instrument Landing System (ILS) that have an LPV or LP procedure in the indicated year.

Computations

Sum of the count of airports within the defined scope having an LPV or LP procedure for a given fiscal year (FY).

Scope

LPV and LP procedures were counted for airports that meet the following conditions:

Not be a primary airport as defined in the 2015-2019 NPIAS Report,
Be listed as either a national, regional, local or basic GA airport in the 2015-2019 NPIAS, and
Not have any ILS procedures.

Statistical Issues

This data is calculated based on the number of procedures published by the end of the FY; the value may vary within the year due to different procedure publication dates.

Airports are counted per the earliest LP/LPV initial publishing date in their current list of procedures and may not account for procedure updates or changes. Previously published procedures that are no longer available will not be reflected in the data. This may cause historical values to change slightly when updated procedure lists are used to update the metric.

The list and categorization of non-primary airports is subject to change.

Completeness

Procedure data used to calculate the metric was last updated on March 11, 2015 and includes procedures published through the final charting date of FY 2014 (September 18, 2014).

The NPIAS Report was submitted to Congress in September 2014.

Additional Notes

Outcome: LPV approaches provide reliable, precise access to airports during low visibility/ceiling weather conditions, particularly for GA aircraft operators.

LPV is similar to LNAV/VNAV except it is much more precise (40 m lateral limit), enables descent as low as 200 feet above the runway, and can only be flown with a Wide Area Augmentation System receiver. LPV approaches are operationally equivalent to the legacy ILS but are more economical because no navigation infrastructure (glideslope and localizer) has to be installed at the runway.